

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About FRIDAY, 21st August.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"GOEBEN" Capt. E. Wilhelm	WEDNESDAY, 25th Aug., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. E. Zachariae	About THURSDAY, 26th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	About FRIDAY, 10th September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th August, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA	POLYNESIAN	Broc	30th Aug., P.M.
MARSEILLES, VIA PORTS	TOKIN	Charbonnel	31st Aug., at 1 P.M.
HANGHAI, KOBE, YOKOHAMA	OCEANIAN	Sellier	13th Sept., P.M.
MARSEILLES, VIA PORTS	AUSTRALIEN	Riquier	14th Sept., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 17th August, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

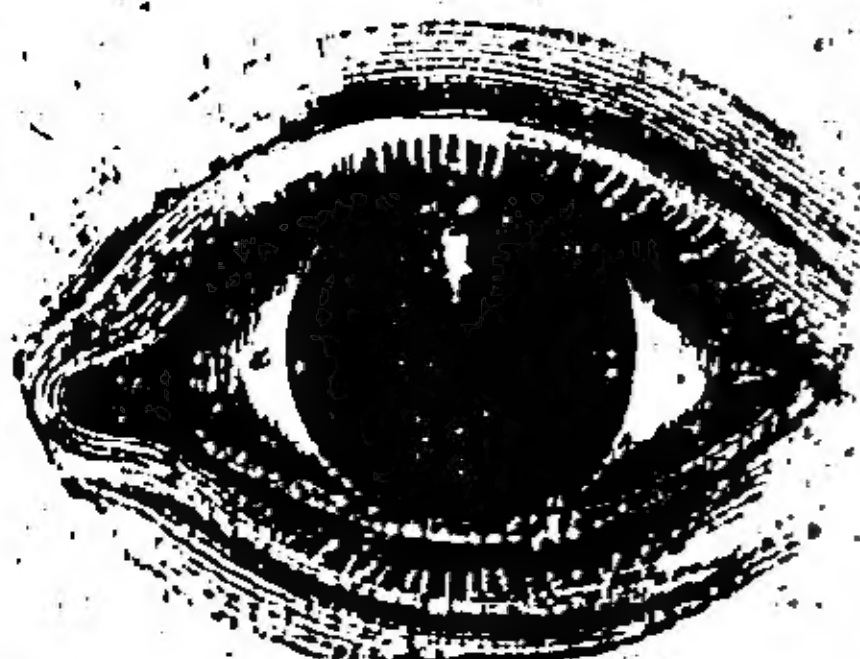
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton, or to their Agents

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

We will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON,

CALCUTTA,

SHANGHAI,

1, John Street, Bedford Row, W.G.
Hongkong, 6th March 1908

19, Beutlock Street

66, Nanjing Road,

(18)

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 60 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Brass or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Messrs. Booth,

A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. (463)

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House, with Servants' Quarters, next to the Masonic Club.

Apply to—

DAVID SASSOON & CO., LD.
Hongkong, 6th August, 1909. (581)

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 6th March, 1909. (448)

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 1 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th May, 1909. (408)

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 ULIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHUNG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 10, DES VŒUX ROAD next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.

No. 10, DES VŒUX ROAD CENTRAL 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rent low.

Apply to—

THE COMPADORE DEPARTMENT, E. D. Sassoon & Co.,
Queen's Road Central,
Hongkong, 24th February, 1909. (58)

TO LET.

GODOWN No. 51, DUNDALK STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909. (11)

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c.

Sole Agents for FERGUSON'S SPECIAL ORNAM and P. & O. SPECIAL LIQUOR BOOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES

Hongkong, 7th March, 1909. (4)

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

33-35, Des Vœux Road, Central,

Hongkong.

A DOG FEAST.

SAVAGE EXHIBITION IN AMERICA.

Seattle, July 11.

In solemn convocation assembled and solely in the interests of man's extended scientific research in the fascinating domain of ethnology, the male contingent of the Igorrote village at the exposition is to eat dog at the fair during the coming week for the particular enlightenment of Professor A. C. Haddon, of the chair of ethnology of Cambridge University, England, a great seat of learning, who is this summer delivering a course of lectures at the University of Washington.

Palatable as dog meat may be when properly served—and no doubt it is quite as attractive to the Igorrote as are pork chops to more enlightened races—that is not the reason why it is to become the piece de resistance at the approaching barbecue. The stakes of the luckless canine who has been elected for the honour will be the centre about which will revolve the most sacred religious rite of the Igorrote tribe. In the wild mountain fastnesses of Luzon, where the head hunters are most at home, dog meat is eaten only to cure disease when all other remedies have failed, or to propitiate the god of war when some head hunting expedition is afoot.

A profound student of the origin of races, Professor Haddon's travels in strange lands have thoroughly familiarized him with the traditions and customs of many queer people. His frequent visits to the exposition village since arriving from England a fortnight ago, represent his first close contact with the splendid specimens of the aborigine, the Igorrote.

Through the interpreters he has held many interesting conversations with the braced warriors and in that way learned something of the significance attaching to the dog feast. But seeing he believed and when he mildly expressed a desire to witness the spectacle, the head man of the band readily agreed to allow his men to go through the ceremonial if the white men could arrange the necessary preliminaries. Arrangements, including the dog, were speedily perfected, and so it is that the eminent man of science and twelve students who are following his lectures with observing interest are to "sit in" at probably the first canine feast to be held in Seattle.

"I really see nothing objectionable about such a ceremonial," said Professor Haddon when interviewed yesterday at his residence. "Other people, civilized nations if you please, have their religious feast days. Why not the Igorrote? And is a dog's life any more sacred than a cow's or a pig's or a chicken's, all of which most of us eat with great relish? I think not. In some European countries where beefsteak is a luxury there is great demand for horse flesh. Some of us proudly boast of having eaten bear steaks. Why not let the Igorrote have his roast dog, if he likes it? But I am not preparing a brief on the dog as a foodstuff."

In such ceremonials as the one we are about to witness, the natives will not partake of the meat primarily because they like it. They do it in the firm belief that by so doing the dog's spirit also becomes part and parcel of their own spirits, and that when they go into battle they will fight with all of a dog's courage and ferocity. Some savages eat wild cats for the same reason. Spectacles like this, if correctly reported, are valuable contributions to science—the more so for the reason that the wild tribes of the Philippines, like your own American Indians, will not long survive the onslaughts of civilization. To preserve for posterity a correct understanding of these strange peoples they must be studied first hand before they have begun to cast off their immemorial customs and traditions.

"This rite, savage though it may seem to us, means just as much to these people as the invocations to a Supreme Being have meant to Christian armies about to engage in battle. For that reason I am personally interested in witnessing this strange spectacle so that I may hereafter bear direct testimony to the true significance attaching to the dog feast."

"These interesting people sincerely believe, also, that the dog feast ceremonial is a sure cure for otherwise fatal disease from which any of their fellow tribesmen may be suffering. It is, in other words, an Igorrote form of faith cure. The victim of the disease is convinced in his own mind when this rite is resorted to that he will recover. And just as our Christian Science or faith cure subjects are often living testimonials to seemingly miraculous cures, I learn from conversing with these Igorrote that cures without number have often been thus effected. The conviction that the flesh of the dog when eaten by their fellows is endowed with certain supernatural remedial powers, gives them as one might say the mental uplift and the needed nervous stimulant to pull them through an illness that would otherwise be fatal."

"Any kind of a dog will answer the purpose. Breed doesn't matter so much. But with these two requisites he must be endowed or the mere eating of his flesh will utterly fail of its purpose. He must, to begin with, be a black dog. Secondly he must be a short-haired dog. His pedigree is unimportant. It may be as from here to London or the subject may be just a plain cur. His ancestry makes no difference so long as he is a brunette and close cropped."

Professor Haddon was greatly interested in knowing, also, as a further contribution to the purely scientific phase of the prospective feast that Igorrote women were not allowed, in any circumstances, to eat dog because of the belief of their lords and masters that the members of the gentle sex might also become ferocious. The distinguishing characteristic of Igorrote women is their mild temper and the men believe in letting well enough alone. Another all important feature attendant upon the ceremonial is that the dog must be eaten early in the morning, in the dark of the moon.

"There is really nothing about the killing of the dog to alarm the Human Society," added Professor Haddon. "The culling of the dog's jugular vein will mean as painless and instantaneous a death as that suffered every day by the thousands of cattle, pigs and sheep slaughtered in this country to furnish food for the people of this civilized nation."

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below	Indicates a Typhoon to the North-East of the Colony.
3. A DRUM	Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below	Indicates a Typhoon to the South-West of the Colony.
7. A BALL	Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by light.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light-houses.

F. G. FROO, Director.

(15) 1-1909.

Intimation.

Powell's

Furnishing

Department

ALEXANDRA BUILDINGS.

(FIRST FLOOR)

are making a special show of household and office furniture.

HIGH

grade examples of which may now be seen in our showrooms.

Completely finished and artistic bedroom suites, with teakwood beds, stands, "on suite," Dainty Writing Tables in attractive designs, Curio and Silver Tables, lined with silk and plush, and a host of other articles of a

CLASS

rarely seen previously in Hongkong.

We are steadily and consistently improving the tone and general finish of Colonial made furniture.

We are paying very special attention to the modern methods in Office Fittings, and have several examples of our work ready for inspection.

The Card-index system cabinet is a very special feature with us, and general office

FURNITURE

such as, Roll-Top Desks, Typewriter Desks, may always be seen and the advantages of our make, explained, by a visit to our showrooms.

OUR ILLUSTRATIONS

OUR TIME

OUR EXPERTS

OUR ADVICE

AT YOUR DISPOSAL.

POWELL'S

ALEXANDRA BUILDINGS,

and

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 12th August, 1909.

Intimation.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910 and 1911, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule 2 appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the discretion of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

The Farms, above referred to, are—
BRITISH NORTH BORNEO—Opium, Spirit, Gambling and Pawa-broking, as follows—

(a) in one concession for the whole State.
(b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Padas River.

(ii) KUPAT DISTRICT—the Territory bounded on the one side by the true left watershed of the Padas River and on the other by the true right watershed of the Padas River.

(iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Padas River and on the other by the northern boundary of Province Clarke.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Padas River.

(v) PROVINCE CLARKE—the Territory between Batu-Batu and the Lawas northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—
(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also state the mode of payment of the amount of rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any person that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule 2 appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said Secretary at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingstone & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent, by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Opium fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tahil \$ 2.40
chi 30.30
bun packet 0.15
4 0.12
3 0.09

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above (g).

The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirit.

(i) During the continuance of the Farm period, the Opium and Spirit Farmer will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent.

If the said Schedule is not satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(j) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(k) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liqueur Proclamation No. 17 of 1901.

The Pawa-broking Proclamation No. 14 of 1902 as amended by No. 1 of 1903; and No. 2 of 1904.

The Gambling Proclamation No. 8 of 1902.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st July, 1909. [155]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the offices of the Company, Queen's Buildings, Colonnade Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 23rd August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.

Hongkong, 27th July, 1909. [559]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 13th August, 1909. [590]

Intimations.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

QUINQUINA? ALSO
QUINQUINA?
DUBONNET?

FRENCH STORE.

Sole Agent,
Hongkong, 30th April, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their FURNITURE STORE

at
No. 35, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,
15th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 6th August, 1909.

D. NOMA,

PROFESSIONAL TATTOOER

THE EXPERT REMOVER OF TATTOO MARKS,
No. 66, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 24 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not obtainable by any other, as they compare with only known to me. In tattooing delicate spots of eyebrows, care must be taken to have the work done in a perfect, high toned manner. In order to take special precautions against possible dangers, I use fresh materials daily.

The copying of Portraits with distinctness is a speciality.

Hongkong, 1st September, 1908. [151]

SHIPPING SUBSIDIES IN JAPAN.

THE RESULT OF PROTECTION.

Japan has been spending a large amount of money for the last ten years on the encouragement of her shipping trade, and it is interesting to inquire into the result obtained by this system of liberal subsidies. As is well known, the principal routes on which a large subsidy is paid are the European, the Hongkong-Seattle, the Hongkong-San Francisco, and the Australian lines. Since 1900 Japan has been giving an annual subsidy of ¥2,673,000 to the first-named line, which employed 12 steamers of 6,000 tons each; ¥554,000 to the Hongkong-Seattle line, on which three ships of a similar tonnage are used; and ¥1,013,000 to the Hongkong-San Francisco line, with three steamers. Not all the necessary materials for arriving at the actual results of the business on these lines are obtainable, namely the Tokyo Kaiwan (Oriental Economist), but from official returns available an insight may be had into the working of these subsidised routes. The total amount of cargo and the number of passengers carried since the inauguration of the subsidies are shown below:—

EUROPEAN LINE.

Cargo.	Passengers.
1899-1900.....154,730 tons	3,788
1900-1901.....429,124	6,811
1901-1902.....40,397	7,491
1902-1903.....415,164	8,381
1903-1904.....211,802	3,744
1904-1905.....81,102	2,554
1905-1906.....425,502	9,481

HONGKONG-SEATTLE LINE.

Cargo.	Passengers.
1901-1902.....80,411 tons	3,380
1902-1903.....194,952	8,679
1903-1904.....94,593	4,388
1904-1905.....98,963	2,619
1905-1906.....122,456	4,519
1906-1907.....182,515	10,577

HONGKONG-SAN FRANCISCO LINE.

Cargo.	Passengers.
1899-1900.....87,819 tons	10,130
1900-1901.....95,038	12,560
1901-1902.....91,486	15,461
1902-1903.....99,579	12,584
1903-1904.....14,690	1,663
1904-1905.....9,574	1,558
1905-1906.....60,003	13,539
1906-1907.....75,333	11,320

Apart from the first year in which these lines were inaugurated, and from 1903 to 1905, when the trade was affected by the war and its aftermath, the trade on these lines was carried on smoothly during the remaining four years. None of these lines, however, shows any marked increase in the amount of cargo carried at the end of the period dealt with over that carried at the time the services were started, and although some increase is noticeable in the number of passengers it is comparatively insignificant. It would be interesting to know whether the ships on the European and Hongkong-Seattle lines are carrying full cargo on each voyage, and, if so, what necessity there is for subsidising these lines by the annual expenditure of a large amount of money. The following tables showing the tonnage of the principal cargo imported into and exported from Japan through these lines and that which is distributed abroad will give a clearer insight into the situation:—

EUROPEAN LINE.

Import to Japan.	Export from Japan.	Percentage Distributed to Japan.
Tons.	Tons.	Tons.
1899-1900.....81,341	59,321	64.7
1900-1901.....124,770	57,711	68.3
1901-1902.....116,373	63,668	64.8
1902-1903.....127,339	55,111	65.9
1903-1904.....16,442	10,232	61.5
1904-1905.....—	—	—
1905-1906.....68,817	32,243	68.0
1906-1907.....130,016	71,389	69.0

HONGKONG-SEATTLE LINE.

	Tons.	Tons.	
1901-1902.....	39,410	8,951	81.4
1902-1903.....	52,836	17,197	76.4
1903-1904.....	35,365	6,392	84.6
1904-1905.....	34,478	2,032	94.4
1905-1906.....	38,326	20,359	78.8
1906-1907.....	48,449	22,236	70.9

HONGKONG-SAN FRANCISCO LINE.

1901-1902.....	39,410	8,951	81.4
1902-1903... ..	54,836	17,497	76.4
1903-1904.....	35,365	6,392	84.6
1904-1905.....	34,478	2,032	94.4
1905-1906... ..	38,326	10,259	78.8
1906-1907... ..	48,449	21,136	70.9

As shown above, as regards the principal cargo Japan's share in the European line is 60 to 70 per cent, 70 to 80 per cent on the Hongkong-Seattle line, and 50 to 60 per cent on the Hongkong-San Francisco line. But when a comparison is made with the total amount of cargo handled by these lines, Japan's share dwindles into something like a third, as will be seen from the following:—

EUROPEAN LINE.

Total Cargo.	Japan's Share
Tons.	Tons.
1899-1900.....154,730 tons	81,341 tons
1900-1901.....429,124	124,770
1901-1902.....40,397	40,397
1902-1903.....415,164	127,339
1903-1904.....211,802	16,442
1904-1905.....81,102	—
1905-1906.....425,502	68,817
1906-1907.....421,502	130,016

HONGKONG-SEATTLE LINE.

1901-1902.....80,411 tons	3,380 tons
1902-1903.....194,952	8,679
1903-1904.....94,593	4,388
1904-1905.....98,963	2,619
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1899-1900.....87,819 tons	10,130 tons
1900-1901.....95,038	12,560
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1903-1904.....14,690	1,663
1904-1905.....9,574	1,558
1905-1906.....60,003	13,539
1906-1907.....75,333	11,320

Our contemporary omits to indicate the dividing line between "principal" and general cargo and in both instances gives the whole of the figures for Japan's cargo. But the fact remains that the bulk of the cargo carried neither leaves nor enters Japan, so that foreign countries gain most of the advantages accruing from the subsidy.—Japan Chronicle.

Intimations.

IN THE MATTER OF THE GOODS OF A. S. LATTI, Deceased.

ALL Claims against the Estate of the late A. S. LATTI, Chief Engineer, S.S. "Katsang" who died at Sea on the 2nd August should be sent to the undersigned before the 11th day of September, 1909.

C. W. BECKWITH, Lieutenant, R.N.,
Harbour Master.
Hongkong, 12th August, 1909. [588]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	10.00 a.m.	Every 10 minutes.
11.00 a.m.	12.00 p.m.	Every 15 minutes.
12.15 p.m.	1.15 p.m.	Every 10 minutes.
1.45 p.m.	2.45 p.m.	Every 15 minutes.
3.15 p.m.	4.15 p.m.	Every 10 minutes.
4.45 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	6.00 p.m.	Every 10 minutes.
6.00 p.m.	6.30 p.m.	Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's
FRUIT SYRUPS
mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED,

HONGKONG AND KOWLOON.

Hongkong, 15th July, 1909.

[28]

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSs, nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE):
Daily—\$6 per annum.
Weekly—\$18 per annum.

The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences, without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, 10 cents. Weekly, twenty-five cents (for each copy).

MARRIAGE.

July 15, at West Hampstead, P. W. Sergeant, to Minnie Boundford.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 18, 1909.

THE CHINESE NAVY.

In the opinion of the *Full Mail Gazette*, China's navy will not seriously affect the two-power standard just at present. It is true that, according to the Peking correspondent of the *Times*, there are enthusiasts who want Chinese *Dreadnoughts* and don't want to wait, but, in the absence of officers to man them, money to keep them up, and bases to shelter them, there are obvious difficulties about such a programme. It may very well come some day, however, and the foundations of a serious Chinese navy are to be laid now. At once, besides the establishment of efficient naval schools, and general reorganization, there are to be two important steps—a genuine stock-taking of the existing ships and centralisation of naval control. Four cruisers, sixteen torpedo-boats, and sundry other vessels are to be counted as in being pending an examination, which is to show how many of them are worth anything. That illustrates rather forcibly the pleasing state of things that has prevailed, but it is a sound beginning to look facts in the face. Meanwhile, a Naval and Military Advisory Board has been created, as a preliminary to a central Admiralty to supersede the impracticably decentralised Canton, Nanking,

Foochow, and Tientsin naval sections. Concluding its remarks, our London contemporary observes:—"If we had separate Admiralties for England, Wales, Scotland, and Ireland, it would be an obvious advance to combine them under one Board. That is what China is about to do, and until this is done *Dreadnoughts* must wait."

LOCAL AND GENERAL.

THE English mail of the 10th July was delivered in London on the 9th inst.

H.M.S. *Waterwitch* is engaged in surveying Singapore harbour and neighbouring waters.

THE 1st Battalion of the Buffs (East Kent Regiment) at Aldershot has been ordered to prepare a strong reinforcement for the 2nd Battalion at Hongkong, to embark at the beginning of October.

THE Admiralty announce the following appointments:—Lieutenants—G. H. Florde to the *Clio* (N), D. R. Ritchie to the *Cadmus* (N), Engineer-Commander—C. F. B. Pendleton to the *Flora*, on recommissioning undated.

MR. Frederic Henry Balfour, of Palazzo Castelli, Via San Francisco Poverina, Florence, Italy, and late of Shanghai, formerly editor of the *North China Herald*, who died on May 11 aged 63, left estate in the United Kingdom valued at £16,164.

DON Jaime, the son of the late Don Carlos of Spain, served in the Russo-Japanese war, before which he had been, at his own request, through the Boxer campaign, and had done much for the French troops that he was proposed by the French military authorities for the Legion of Honour.

A CHINESE policeman, who was, until yesterday, stationed at Tsim-tsa-tsu Police Station, and who was charged in the Police Court with theft, was convicted to-day. The defendant stole the winter uniform of a comrade and pawned it. He was sentenced to fourteen days' hard labour.

AT the Magistracy, to-day, three men were accused of obtaining the sum of \$1,500 from another man by means of false pretences. As no evidence was heard particularly could not be obtained. The defendants pleaded not guilty to the charge, and were remanded. They were allowed bail in the sum of \$5,000 each.

WE regret to announce the death of Mr. Emile Levita, for 37 years on the board of the Chartered Bank of India, Australia, and China. Mr. Levita was gifted with an exceptionally pleasant and kindly personality, and made a wide circle of friends. He was 82 years of age, and had never a day's illness until he had a slight stroke a few weeks ago.

Six more men were charged in the Police Court, this morning, at the instance of Inspector Collett, of Shan-ki-wan Police Station, with trespassing in the Sai-wan-ho market, to wit, sleeping on unoccupied stalls. As we stated in our last issue the magistrate (Mr. F. A. Hazland) considered this a serious offence, and fined the offenders \$5 each, the alternative being a month's gaol apiece.

THE Admiralty announce the appointment of:—Captain J. Nicholas, to the *Flora*, additional, to date July 27, and on recommissioning, undated. Lieutenants—C. H. Woodward, to the *Nightingale*, M. H. Wilding, to the *Woodcock*, G. F. A. Mulock, to the *Woodcock*. Engineer-Commander—F. W. Highton, to the *Tamara*, additional, as Chief Engineer, Hongkong Yard, to date July 8.

The statement has been made by friends of Sir Robert Hart that there is not the slightest probability of this distinguished public servant returning to China, even after the termination of his extended leave of absence. Sir Robert has placed himself unreservedly in the hands of his medical advisers, and as they remain obdurate he has decided to abide by their decision and relinquish his great work in the East.—*L. & C. Express*.

THE seventy-seventh annual meeting of the British Medical Association was to be held at Belfast from July 23 to July 30. Wherever the British flag flies, the association has a branch, one of the secretaries stated. Members were expected from New Zealand, the Cape, Canada, India, and probably from Hongkong, where there is a very flourishing branch. The most important matter to be discussed will be the manner in which the increased medical treatment of school children, which is sure to follow the recent demand for more medical inspection, will affect the profession.

SUSPECTED ROBBER ON TRIAL.

A man named Leung Tsau, giving his address as 17, Centre Street, has been arrested in connection with a robbery which was committed a few days ago at 149, Hollywood Road. In this case the suspect was alleged to have entered the cubicle occupied by a woman and, after blinding her with black pepper, removed from her hair four gold ornaments, valued at \$5. As he was leaving the house the alarm was raised, and she was apprehended. He was charged in the Police Court, this afternoon, and the case was further adjourned.

CRIMINAL SESSIONS.

ADJOURNED UNTIL TO-MORROW.

This is only a single case on the calendar for this month's Criminal Sessions, and that is one of murder, for which a man named Wong Yuk Sheung is being charged. It is usual for the sessions to be held on the 18th of every month, but owing to the fact that the judges are engaged in the well-known case the sessions could not be held to-day. At half-past ten o'clock this day the Chief Justice (Sir Francis Pigott) formally opened and adjourned the sessions until to-morrow, when those gentlemen who are summoned as jurymen are requested to attend.

The Portuguese Boycott.

SELF-GOVERNMENT SOCIETY'S RESOLUTION MISINTERPRETED.

WISER COUNSELS PREVAIL.

The resolutions adopted at the meeting of the Self-Government Society at Canton, on Friday week last, appear to have undergone some modification in the course of their transmission by the respective newspaper correspondents in the Southern city. As readers might have noticed an important difference appeared in the various as printed in the British press in Hongkong. Whereas one report credits the Society with an attempt at boycotting the Portuguese, others again state that foreign firms employing Portuguese as assistants or clerks would be boycotted.

The inquiries, which we have pursued, lead us to believe that the latter of the two versions is not strictly in accordance with the fact. We are informed that the more rabid members of the Society, contemplating embodying in the series of resolutions at the meeting in question one to place firm employing Portuguese subjects under the ban. Thanks, however, to the wisdom of better counsels prevailing among the more influential body of the society's members, it was effectively urged that a sweeping resolution like that suggested would be too far-reaching and consequently operate like a boomerang and fail in its effect. The meeting accordingly adopted the less drastic of the two resolutions.

So far as it can be ascertained locally, the Chinese are quite prepared to consider the unfortunate *Falshin* incident on its own merits and have no inherent widespread dislike for the Portuguese as a community with whom high placed individual members of both still maintain, as they have done in the past, the same cordial relations both commercially and socially. There is no danger of the subsisting good feelings ever becoming estranged so long as both parties wisely, as they do now, abstain from dragging into their amicable relationship any extraneous matter which is not within the province of their competence to discuss, there being the usual recognized constitutional authorities to conduct such negotiations, on well-established principles, to the mutual satisfaction of the two countries concerned.

ALLEGED PIRACY.

SIX MEN SUSPECTED ARRESTED.

In the Police Court, this morning, seven Chinamen were charged before Mr. J. R. Wood (second police magistrate) with pirating the *Sun Pak Hop* junk some time in July last.

The suspects were arrested by Detective Inspector Hanson, and were remanded in police custody for a week, when the trial will begin. The *Sun Pak Hop* junk left Hongkong waters on the morning of the 18th July bound for Sai-Tung, on the West River. No sooner had she entered the river than she was attacked by pirates, who compelled the crew to lower her sails, and then took off the junk and her cargo, which was valued at \$5,000. The original crew were landed on a near-by island, and the pirates sailed away with the junk and cargo.

As already stated seven men have been arrested on the charge of piracy, and pleading not guilty, they were remanded.

S.S. "HOI MING."

EXPECTED TO RESUME RUN IN TWO DAYS.

The West River steamer *Hoi Ming* (Captain Evans) which was beached on Lin Tin Island early on Friday morning last, owing to the uncoupling of her tail shaft, will be ready to resume her regular trips to Kowloon, and back in a day or so. As we have already said the *Hoi Ming* was beached, but not long afterwards, after she had been pumped out, she came to Hongkong and was beached at Mongkok, where the repairs were attended to. It was expected that the vessel would continue her usual run to-night, but as certain special alterations have to be made it will not be for at least two days before the *Hoi Ming* gets under way.

THE ICE CASE.

PLAINTIFFS' CASE OPENED.

The action brought by the Hongkong Milling Company, Limited, against Messrs. Arnold, Karberg and Company to recover the sum of \$200,000 for alleged breach of warranty, was continued to-day before the Chief Justice (Sir Francis Pigott) and the Police Judge (Mr. H. J. Gompertz).

Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, of Messrs. Hastings and Hastings, were for the plaintiffs while Mr. Duocan McNeill and Mr. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the defendants.

Mr. Slade opened the case for the plaintiffs when the Court opened this morning. He continued his address after the fifteen-minute interval, and the case was adjourned.

BAD FISH.

SHOPKEEPER FINED ON TECHNICAL OFFENCE.

A Chinaman doing business at 81, Bonham Strand, was charged in the Police Court, this morning, with having in his possession five cases and two baskets of fish, which was unfit for human consumption.

Mr. Otto Kong Sing, who appeared for the defence, informed the Court that the fish was not for sale. His client was selling the stuff on commission, but as he had discovered the fish to be bad he kept the stuff in his house until the owner arrived in the Colony to turn it over to him.

Dr. Clark said that the defendant should have reported the matter to a Sanitary Inspector, who would have had the stuff destroyed.

The Magistrate (Mr. Wood) was of opinion that a technical offence had been committed, and imposed a fine of \$5.

TROUBLE ON THE "ASHTABULA."

CHIEF OFFICER GIVEN FORTY-TWO DAYS.

In the Marine Court, this morning, before Lieut. C. W. Beckwith, R.N., Acting Harbour Master, Captain George Harding, Master of the British s.s. *Ashtabula*, chartered by the Standard Oil Company, proceeded against Charles Stancliffe, Second Officer of his ship, for continued wilful disobedience to the lawful commands of the Master on the 11th and 12th instant at Shanghai.

The master of the *Ashtabula* stated that his ship was in Yokohama and, on the 20th ult., the Second Officer (defendant) was allowed shore leave. He came to Wright's Hotel at about 11 p.m. hopelessly drunk and fell out of his rickshaw. He was taken in for the night but made himself a nuisance, going into various bedrooms and using filthy language. He was still drunk next morning and witness ordered him on board his ship at once. He took no notice but stayed in the Bar. Witness went on board his ship at 6 p.m. the next day and found the Second Officer away from his place of duty. He turned to next morning. Witness then cautioned him but did not log him in, as this was his first offence. On the 11th inst. witness went ashore at Shanghai, the ship being alongside the wharf and left the Second Officer in charge of the ship. She was loading ten and was working at night. Witness returned to the ship at about 1:30 p.m., accompanied by his wife and a lady passenger. He found the Second Officer very drunk and using filthy language. About midnight, witness went on deck to see how things were going. He found the Second Officer with his head down a sky-light flashing a hand-lamp on a lady who was sleeping below. As soon as he saw witness, he cleaned forward. Witness then closed the sky-light and warned the Chief Officer that the Second Mate was drunk. At 5 a.m. next morning, witness went down into the saloon and found a lady passenger very much frightened, having been constantly annoyed during the night by the Second Officer, who went into her room twice. He further annoyed her by flashing an electric torch through the port-hole of her cabin and using filthy language. At 7 a.m. witness sent the Chief Officer for the defendant. The Chief Officer returned and informed witness that the Second Officer was too drunk to get him awake. Witness then went into his room and got him out. He then logged defendant and suspended him from duty, pending the ship's arrival at Hongkong. As he considered him a danger to the safe navigation of the ship, witness took the precaution of reporting the matter to the Harbour Master on arrival.

The Chief Officer stated that on the 11th inst., the ship being alongside the wharf, he was relieved by the Second Officer at 6 p.m. for night duty. At about 11 p.m., the master returned with his wife and a lady passenger, during which time, he saw the Second Officer and considered him then fit for duty. He was sent for by the master about 8 a.m. the next morning to bring the Second Officer to him but could not get the latter up. Witness was in the saloon when the log was read over to the Second Officer. He considered him at the time stupidly drunk and unfit for duty.

A lady passenger who was travelling on the *Ashtabula* at the time of the incident stated that she joined the ship at Shanghai at about 11 p.m. on the 11th inst. She saw the Second Officer, who was in a drunken state and who used filthy language. At about midnight, witness returned to her cabin. The Second Officer came into her cabin but seeing her awake went into the saloon. Witness put the light out and locked her door. Defendant tried the door, but finding it closed, he went to the sky-light and kept flashing a light into her cabin. Witness was in such a frightened condition throughout the night, that she dressed and sat up.

Defendant denied that on the night of the 20th ult. he was drunk in Yokohama. He went to Wright's Hotel but did not see the master on that night. He saw him next day at noon and asked him for money to go on board. He was perfectly sober all the time he was ashore. He went on board at about 5 p.m. an hour later he was on duty but, as there was nothing to do, he went and lay down. He was never warned by the master. On the 11th inst., he was on duty from 6 p.m. and was sober. Defendant denied all the statements made by the lady passenger and the master as to his being a nuisance and annoying the passengers.

Other evidence was also taken.

Sentence of 42 days' imprisonment without hard labour was passed, the Harbour Master at the same time characterising the Second Officer's conduct as disgraceful.

HONGKONG AND SHANGHAI BANK.

DISAPPOINTMENT IN LONDON.

The London managers of the Hongkong and Shanghai Bank have received a telegram from the head office at Hongkong, this subject to audit, the directors' intent recommending the payment of a dividend of £3 per share, free of income tax, for the half-year to June 30, 1909, adding \$750,000 to the silver reserve fund, and carrying forward to the next half-year \$5,000,000. The reserve funds after this addition will stand as follows:—Sterling reserve fund, £1,500,000; at 21s, equals \$15,000,000; silver reserve fund, \$15,500,000; total, \$30,500,000. The dividend is at the same rate as a year ago, when \$500,000 was added to silver reserve and \$250,000 written off premises account, and the same sum, as now, carried forward. The proposed distribution and allocation may, therefore, be said to be the same as last year. The declaration seems to have caused disappointment in several quarters which had looked for a larger distribution. That the dividend was retained at the same rate as last year was looked on unfavorably, and the question for shares has receded. It is not easy for outsiders to pronounce judgment, but the policy of building up strong reserves and consolidating the splendid position attained would seem to be dictated by prudent conservatism.—*L. & C. Express*.

HONGKONG UNIVERSITY FUND.

CHINESE SUBSCRIPTIONS TWO LAKHS.

In our issue of yesterday we printed a further list of donations collected by the Chinese sub-committee for the endowment and equipment funds of the proposed Hongkong University. That list included a sum of some \$30,000 received from the Chinese residing in Saigon and aggregated over \$210,000. In the course of yesterday the energetic members of the Chinese sub-committee have succeeded in canvassing for another \$8,000 from the local native community. Added to some other small individual subscriptions that have been promised, we understand that only about \$5,000 more will be required so as to bring up the local Chinese subscriptions to a round two lakhs of dollars. That was the amount which was calculated upon as collectable from our Chinese fellow-citizens in Hongkong when the scheme was first launched, so that not only have they fully realized the most sanguine anticipations formed of their co-operation in making the project an accomplished fact, but there is every indication that by the end of the year when the subscription lists will be closed the Chinese share of the endowment fund will leave a fair margin in excess of the amount reckoned upon as their quota towards the carrying out of a scheme which they stand to benefit by more than any other section of the community.

SABANG, OF THE SHIPS.

SINGAPORE'S RIVAL IN THE FAR EAST.

Ten years ago the very name of Sabang was unknown. To-day it is as familiar to the mariner as that of its formidable rival for coal-honour, Singapore. On the extreme north-east point of the Dutch Sumatra Islands, and right in the very gateway of the Far East, Sabang lies tucked snugly away, protected from every wind, in a deep fjord among the tropical green-clad headlands of the Island of Weh, and right in the track of every vessel trading to the Far East. No wonder Sabang grows in importance every day.

An enterprising Dutch trading company conceived the bold idea, ten years back, of establishing—

A COAL DEPOT IN WEH, to divert to itself some of the extremely profitable coal business of Singapore—and Singapore lies but two days' sail to the southward. A very heavy outlay was called for by the promoters of this speculative scheme, but it was promptly met. Sabang itself formed an ideal harbour, entirely sheltered from all weathers, with an easy entrance, a mile or so wide, good anchorage, and a depth of eight to twenty-five fathoms. Moreover, the climate, very much like that of Colombo, was almost perfect. Fevers were rare, and epidemics unknown. And Sabang was chosen for the plucky Dutch venture. To-day there are 1,400 feet of coal wharves fronting the bay, with thirty feet of water under them at low tide, and five huge electric "transporters," or coal tips, each capable of coaling a vessel at the rate of eighty tons an hour, with a sixth building, and coal sheds sufficient for storing over 25,000 tons. Only the best Welsh and Bengali coal is supplied, and the company is bound, by contract, to keep its stock up to a minimum of 10,000 tons. There is a floating dry dock, in which vessels of 3,000 tons can be docked; repairing shops, with a seven-ton steam hammer; a dredger, now nearly ready for service; and telegraphic communication with all parts of the world; while the further tempting bait is held out to the shipowner of free entry, anchorage, pilot-service, and wharfage. Sabang, moreover, will coal you if you arrive at night, whereas Singapore will not, and she tops her many inducements to the sailor-man by selling him her coal at a figure considerably below that of her rival. Small wonder that the Sabang of to-day looks very large in the eyes of every shipper in the Eastern trade, no matter what his flag.

THE SETTLEMENT at present comprises some fifty whites, Dutch to a man, and a small, kindly fellows; a Malay population of eight or nine hundred; and a large number of contract-labour coolies. It is admirably administered by a Dutch controller and staff. Its roads, as good as any in England, are most tastefully laid out; its club, its factory, its signal station, hospital, hotel, Post-office, Court-house, and police system are well up to all requirements; and its private bungalows, nestling among clumps of palm, and pepper trees, are as invitingly cool, comfortable, and picturesque as any I have seen.

The Dutch and other mail steamers have recently raised this little gem of a settlement to the dignity of a PORT OF CALL, and there is now a weekly mail service east and west. Order among a somewhat mixed lot of inhabitants is controlled by a company of Dutch infantry, and sternly maintained by the company's officers, who are quite prepared to lay on the leather whip or rattan they carry in their hand at the first sign of disobedience or insubordination. The extraordinary enterprise of this Dutch trading company is far from exhausted. The wharf frontage is now being doubled in length, a considerable amount of land now covered by shoal water is to be reclaimed for the purpose of coal depots, a large oil storage plant for vessels using oil fuel is being erected, and attention is being turned, it was told, to the establishment of canning factories for the preserving and shipping of pineapples and other produce of the island.

But there is more interest to the traveller that coal sheds and cisterns, and that is the entrancing beauty of the island itself. It is one of the loveliest spots I remember to have seen, and it has been my good fortune to see many. It is but nine miles by five, but however you take it, it stands out as a gem. The approach to its harbour, Sabang, leads through waterways of the deepest blue, between walls of rolling green foliage graceful as the curves of an ostrich feather. Here and there a splash of blood-red dots the bluffs, where some

strange crimson-leaved tree has caught a foothold among the luxuriant riot of green. The dense tropical growth runs right down into the clear blue of the bay, for there is no foreshore. Hill and valley as far as the eye can reach, little islets breaking the sapphire surface of the bay, each a gem in itself, then a sudden turn of the ship's head as she rounds one of those soft green headlands, and the little settlement of Sabang opens out, a fairy town of quaint native houses and wide-roofed bungalows.

High up on a bluff and almost strangled by palm and tree stands

THE SIGNAL STATION.

A white road winding up through the cocoanut palms and pepper trees, waves of rolling green beyond merging into the eastern sky above, and the blue water at your feet, and you have your first impression of Sabang. The picture reminds one of Scotland, the famous Lake scenery of Canada, and a Norwegian fjord rolled into one. Look over the side of the ship and you will see, twenty feet down in the ice-clear water, myriads of gorgeous-hued fish, and probably a shark cruising about with his faithful satellite the pilot fish a few feet in front of his nose. Ashore one wanders through tracks of palm and shrub, with glorious masses of purple, and scarlet, and yellow filling the eyes at every turn. A stroll up to the top of the bluff and one finds the welcome sign, "Hotel," and after a long spell at sea the invitation it conveys is too impossible to resist. I lunched in a long cool room with straw blinds to keep out the sun (it was 94 in the shade), and half a dozen dusky barbetted Malays in greens and scarlets and blues to wait on me.

THE MALAY AT HOME.

is a picturesque creature in his many-coloured "sarong" and his loose jacket, and the quaintness of the picture that Sabang offers is heightened by the huge-batted Chinamen carrying bright coloured baskets of fruits or cold drinks along across his shoulders; by the old-world native carts drawn by humpbacked oxen; and by the little native children in all the colours of the rainbow, rolling about under the shade of a tall palm or making sand-pies (there is no mud in Sabang) in the middle of the road, for all the world like his small Christian brother at home. I had no opportunity of exploring further, but that panorama of glorious colour, those wooded sea-walls, the smiling blue bay, and the setting Eastern sun which, as we felt, was throwing its rays of pink and purple and gold over all, will always be my recollection of Sabang.

Commercially, as the Dutch have proved to us, Great Britain lost

A MOST VALUABLE ASSET when she ceded Pulo (which means "the island of") Weh to Holland; its coal and ship-repairing business is already a highly paying concern, and it promises to command the coal trade of the western end of the Far East. From a residential standpoint, the island lies fair to become one of the principal resorts in the near future for those whom business or pleasure calls to the entrance gate of the Far East.—*Full Mail Gazette*.

THE "DERFFLINGER" ASHORE.

ONE HUNDRED PASSENGERS REMAIN ON BOARD.

Details of the mishap to N. D. L. *Derfflinger* on July 20, are to hand. One report dated the 21st ult. says:—

The North German Lloyd liner *Derfflinger*, of over 9,000 tons, with 100 passengers and a crew of 150 on board, went aground yesterday afternoon on the Dolphin Single Bank, which is about two miles from the Needles, and about the same distance from Tolland Bay. Tugs were at once signalled for, the first to arrive being the *Irishman*, from Cowes. Shortly after the lifeboat from Tolland Bay put out, but Captain Zecherise declined their assistance. At midnight the vessel's position had not changed although the captain was then confident that at high tide the vessel would refloat. The passengers remained on board, realising that there was no danger. A *Daily Chronicle* representative, wiring last night, stated that the liner was on a journey from Southampton to Yokohama, and her passengers were mostly first class. The weather was beautifully fine and calm when she went ashore, and there was only a slight breeze from the south-west. The vessel had just slowed down to allow the pilot to leave, and it is suggested that she had not sufficient way on her, and consequently drifted on to the bank. After the help of the lifeboat had been declined the tugs *Benar* and *Hercules* arrived from Southampton, and stood by ready to assist when the tide served. The actual spot where the vessel was stranded was about two miles from Alum Bay, and three miles from the scene of the *Gladiator* disaster. At midnight the vessel could be clearly seen by the large crowd which had assembled on the cliff at Tolland Bay. Her steam was then fully up. At about 9.30 the Southampton tugs were attached to her by stout cables, and strained to shift her from her position. Although from the shore the ship appeared to move, the tugs were seen to cease their endeavours after a time, and at midnight she was standing perfectly upright. The captain is confident that his ship will come off at high tide. The passengers, as stated, remained on board, and were in no way alarmed after being assured that the vessel would shortly refloat.

The ship remained fast until the afternoon of July 21st, when she was refloated with the assistance of seven tugs. She is apparently undamaged although she docked at Southampton to be overhauled. The vessel discharged some of her cargo into lighters.

Li Lim, the cook, formerly of 3, New Street, who was arrested yesterday, charged with stealing a box, containing a silver watch with gold chain attached, a piece of jade stone, a jade ear-drop, a \$10 gold piece and a gold locket, the total value being \$137, the property of his employer (particulars of which were printed in our last issue) was, in the Police Court, to-day, sentenced to three months' hard labour and four hours' stock.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

H.E. KAO ERH CH'EN.

GRAND COUNCIL'S INSTRUCTIONS.

[By courtesy of the "Sheung Po."] Peking, 17th August.

Upon his appointment to the Wai-wupu, H.E. Kao Erh Ch'ien, the Macao Delimitation Commissioner, wired to Peking for an audience with the Prince Regent.

The Grand Council replied to the effect that there was no necessity for His Excellency to proceed to Peking and directed him to concentrate his energies in the matter of the delimitation of the boundaries of Macao and to retain a firm attitude in regard thereto.

CHANG CHIH-TUNG.

GRAND COUNCILLOR STILL INDISPOSED.

[By courtesy of the "Sheung Po."] Peking, 17th August.

The Prince Regent has directed Prince Ching to call on Grand Councillor Chang Chih-tung and inquire after His Excellency's health and also to ascertain when he will be able to resume duties as His Imperial Highness is desirous of consulting him on the questions of the Antung-Mukden Railway and of the Tungkuanshan Mining Concession.

ARMS FACTORY.

PROPOSED ENLARGEMENT.

[By courtesy of the "Sheung Po."] Peking, 17th August.

The Ministry of War has asked for an appropriation of eight million taels to enlarge the arms factory.

ANTUNG-MUKDEN RAILWAY.

RUMOURED APPOINTMENT OF COMMISSIONERS.

[By courtesy of the "Sheung Po."] Peking, 17th August.

It is rumoured that the Grand Council has agreed to Japan constructing the Antung-Mukden Railway.

Both Japan and China have appointed Special Commissioners to discuss the differences at issue.

CHINA'S STATEMENT TO THE POWERS.

In the eleventh month of the 31st year of Kuang Hsu (November 1905) the Chinese and Japanese plenipotentiaries agreed upon the conversion of the Antung-Mukden Railway from a military into a commercial line and they also agreed that the line should be built and repaired by the Japanese Government. It was stipulated in the Treaty that the right to redeem the railway at the end of fifteen years should remain with the Chinese Government, and it was also agreed that the work of reconstruction should be commenced within a period of two years. The construction and improvement of the line were to be carried as a joint Chinese and Japanese enterprise, each Government appointing commissioners for the purpose, and hence China has every right to send her representatives to take part in the control and inspection of the operations. At the expiry of the time stipulated in the agreement, however, the Japanese Government gave no indication of any intention to resume negotiations in the matter, nor did the Japanese Government do so until the spring of this year. With a view to cementing the friendly relations between Japan and China, the Chinese Government yielded to a request for a resumption of negotiations, and the Yuchi-aspia accordingly sent officers to survey the line in company with officers appointed for that purpose by the Japanese Government. Subsequently the Viceroy of the Three Eastern Provinces (Manchuria) communicated with the Japanese Consul at Mukden, insisting upon holding to the original arrangements for the building of the line, but the Consul further delayed matters by refusing China's request that Japan should not place military guards either on or adjacent to the line, but should leave the policing of the railway zone to China, through whose territory the line runs. This is the reason of the long delay. Negotiations were still proceeding when, quite unexpectedly on (Friday) the 5th August, the

Japanese Minister sent a communication to the Waiwupu charging China with procrastitation and declaring that Japan would forthwith commence the work without Chinese co-operation. On receipt of this communication the Waiwupu forwarded to the Japanese Minister in Peking a reply the gist of which was that as the improvements were being made in the interests of trade and commerce no necessity existed for the extension of the railway zone, but China would not raise any objection if Japan wished to change the gauge and effect other improvements of an engineering character, the reply further emphasizes that in the event of the gauge being changed it must be made the same as that of the Peking-Mukden line, and that no other changes must be made than those entailed by the necessities of engineering. This stipulation has particular reference to the suggested possibilities of a general change of route. The reply also stated that no extension of military control or patrolling of railways in Manchuria would be permitted and that the Chinese Government would furnish police for guarding the line. It concluded by repudiating any responsibility for past delay.

We would point out to Your Excellencies that the Japanese Government resumed negotiations subsequent to the expiry of the time stipulated in the Treaty for the commencement of the work, but although this was the case, we, with a view to arriving at an amicable settlement of the differences existing between Japan and ourselves, did not refuse the request. Now, however, Japan, relying upon her superior strength, suddenly takes action regardless of the terms of the Treaty and seeks to lay the blame for the delay upon China.

We are sure that under the pretext of development of communications and commerce the Japanese Government desires to build this railway almost entirely for military purposes. It will also be remembered that the Japanese, in spite of treaty obligations, have made many other encroachments upon the rights and liberties of China.

In view of the situation set up by the matters treated of in the foregoing, and particularly regarding the extension of Japanese military control in Manchuria, we have been compelled to lay particular emphasis on the question of military protection of the railway and the constitution of the police force. If Japan had conceded these points this matter would have been settled long ago, and she would have been under no necessity to attempt to lay the blame for any delay at the door of China.

China still hopes for an amicable settlement within the terms of the Treaty, and in making this announcement to the Powers desires simply to set forth the facts in their true light, leaving the world to judge to whom the blame attaches. —National Review (Shanghai)

FRACAS ON A STEAMER.

CHINESE CARGO COOLIES ATTACK THE PASSENGERS.

There was a serious affray on the N. D. L. steamer *Leo Sch* at 9.30 a.m., yesterday, reports the *Strait Times* of 13th inst., when the cargo coolies went aboard after the steamer had dropped her anchor in the roads. She had brought over three hundred passengers from Swatow and was just out of quarantine. The cargo coolies were very anxious to start work and found themselves much impeded by the passengers who were not in a very great hurry to go ashore; and also by their luggage, which littered the deck. It was an easy step from harsh words to blows, and soon the cargo coolies were attacking the passengers right and left. One passenger, named Lee Oi Tow, who was on the lower deck, had a jar thrown on him from above, with the result that his skull was fractured. Police was summoned from the shore and mingled in the fight, assisted by the ship's officers. European constable No. 6 narrowly escaped serious injury, a stalwart coolie throwing a heavy box at him from the deck above, which he avoided by jumping aside just as it fell. The ship's officers scattered the coolies right and left and the police made seven arrests. The injured man was removed to the hospital where his deposition was taken, as he is in a critical state. The accused were brought before the third magistrate, this morning, on a charge of affray. The first accused was also charged with causing grievous hurt to the injured man, but this charge will not be heard at present, but will await the result of the man's injuries.

Second officer Walisch gave a graphic description of the fight and the further bearing of the case was postponed.

SHIPPING AND MAILS.

MAILS DUE.

India (Fookiang) 19th inst.
German (Prins Waldemar) 10th inst.
Indian (Latsang) 26th inst.
Canadian (Empress of China) 25th inst.

The C. N. Co.'s s.s. *Tamling* left Manila on 17th inst., and is due here on 20th inst.

The C. N. Co.'s s.s. *Taiwan* left Sydney on 25th inst., and is due here on 19th prox.

The M. M. Co.'s s.s. *Melina* left Singapore on 17th inst., and is due here on 24th inst.

The Danish s.s. *Cahsy* left Singapore on 17th inst., and may be expected here on 23d inst.

The T. K. K. s.s. *America Maru* left Moji yesterday at noon, for this port, and is due here on 22nd inst., morning.

The T. K. K. s.s. *Tsuy Maru* sailed from Yokohama on 15th inst., and is due to arrive at Hongkong on 25th inst.

The P. M. S. S. Co.'s s.s. *Montgolfier* arrived at Manila on 17th inst., and will sail from Manila on 19th inst., and is due to arrive at this port on 21st inst., at noon.

The O. P. R. Co.'s s.s. *Empress of China* arrived at Yokohama at 8.30 a.m., on 18th inst., and left again at 3 p.m., same day, for Kobe, where she is due to arrive at 3 p.m., on 19th inst.

"TERRIBLE OCEAN TRAGEDY."

NORWEGIAN BARQUE "ERROL" WRECKED.

SHOCKING STORY OF SUFFERING.

The Norwegian barque *Errol*, bound from Chambo, on the west coast of South America, to Newcastle, N. S. W., has been wrecked on the Middleton Reef, and 17 lives were lost.

The victims included Captain Anderson, his wife, and four children, the first and second officers, and all the crew except five.

The news of the terrible disaster was brought to Sydney this morning, reports the *Evening News* of 14th ult., by the Union Company's Island mail steamer *Tofus*, the vessel bringing also the five survivors. These unfortunate were in a terrible plight, as will be seen from the story told an *Evening News* reporter on board the *Tofus*.

It appears that the *Errol*, a vessel well-found in every way, began the voyage to Newcastle from South America on April 15, and experienced very good weather. Nothing occurred during the early part of the voyage to mar the passage, and the captain was in hopes of arriving at Newcastle at the beginning of June. However, head winds were experienced and the vessel was delayed when in the vicinity of Lord Howe Island.

It was feared that the ship was never to reach her destination. On June 18, at midnight, she crashed broadside on to Middleton Reef, about 99 miles away from Lord Howe Island, and remained fast. There was great excitement, for no one had thought of any danger, and it was supposed that the ship was miles away from the spot. All hands were called, and steps were taken to back the ship off, but all efforts failed. In the course of a few hours she broke her back and the seas washed over her and into the holds. The wind at the time was moderate, from the north-west, but a fairly big sea was running, so that the ship had very little chance.

The moon was not bright, and the ship pounded heavily on to the reef. Each sea seemed to increase the breach, and give more play to the heavy water as it surged high and through. The store room did not remain long intact, and by morning it was noticed that the ship's supplies were being washed out of reach. It was a terrible situation. Captain Anderson gave orders to have a raft constructed, so that a party might be dispatched to the wreck of the *Annasana*, another victim of the Middleton Reef. The fast-named was about eight miles away, and it was thought that some stores might still remain. The ship's carpenter, together with the master and the two officers, set about making the raft, but the carpenter was soon left alone. A heavy sea carried the three executive away, and they were drowned. The captain's wife and children witnessed the disappearance of the men, and the scene was indescribable. The distracted wife and family so suddenly bereaved wrung their hands wildly, and piercing shrieks of anguish rose above the roar of the sea as it crashed with unbroken regularity over the ship.

The carpenter called for assistance from the crew, and the work of constructing the raft was continued. In two days this was completed, and a party of five set out for the *Annasana*. They had not proceeded any distance when one man jumped overboard, and was not seen any more. The other four continued on their way, and reached the wreck.

There was no food found on board, but a bountiful supply of water was discovered in an old tank. This was fortunate, and for several days this party subsisted on shellfish and water. In the meantime, one of the men had gone aloft and altered the position of one of the spars of the *Annasana*, and on this were made fast some old bags, which were intended to serve as a signal to a passing vessel.

Great hopes rose on the fourth day, when the smoke of a steamer was observed on the horizon, and in an hour or two a steamer was sighted. Those hopes fell as quickly as they rose, for the steamer continued on her course, not having seen the castaways, and once more feelings of despair existed.

On the "ERROL." While the four men were enduring hardships on the *Annasana*, a far worse experience was that of the party on the *Errol*. A young man named Jack Lawrence, an A.B., and said to be a Sydney native, was in charge. He took it upon himself to look after the captain's wife and children. Each evening he wrapped the children, who were all of tender years, in what warm clothing he could find and tended them carefully. The mother was not able to do much for herself and children. During the first few days Lawrence regularly dived into the hold of the ship, and sought out supplies, a few tins of meat having been left behind. Once he struck his head, and sustained a nasty injury. But undismayed, he continued his watch over the little ones, and dived again for food. On more than one occasion the unhappy mother grabbed food as he brought it to the surface, and it was ravenously devoured. But the end soon came. A few days later Lawrence was horrified to see the body of the mother and two of her children floating clear of the wreck and well out of reach. How they got into the water is not quite clear, but charitable people will be satisfied to accept the theory that they were washed overboard and drowned. That evening Lawrence carefully laid the two remaining little ones down in a corner of the wreck, and he himself, exhausted by the efforts of the preceding days, dropped off to sleep. In the morning he looked at his charges, and they were both dead.

It was a terrible position, and in a day or two more Lawrence was alone; all the other members of the crew were dead. One by one they succumbed, being unable to keep up. They died from sheer starvation.

THE RESCUE. About 11 o'clock in the forenoon of Monday last the steamer *Tofus* was approaching Middleton Reef. The commander, Captain Holland, makes a point on each voyage of scanning the reef, in the event of castaways. Shipmasters have grown accustomed to the *Annasana*, but

Today's Advertisements.

ST. JOSEPH'S COLLEGE.

THE Scholastic Year will commence on MONDAY, 23rd inst. For particulars as to Board and Tuition apply to—
THE DIRECTOR.
Hongkong, 18th August, 1909. [597]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of UPHOLSTERY WORK for one year from the 1st September, 1909, to H.M. Naval Yard, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, and should be returned not later than Noon the 23rd August, 1909.

A Deposit of One Hundred Dollars (\$100) will be required when applying for tender forms. This will be returned if the tender be declined.

The lowest or any Tender will not necessarily be accepted, and the right is reserved of accepting any portion of a tender.

H. RISSLAND,
Naval Store Officer.
Hongkong, 18th August, 1909. [598]

KOWLOON CRICKET CLUB CONCERT.

PROGRAMME.

THE following is the Programme of a Concert to be held on the Kowloon Cricket Club Ground on SATURDAY, the 21st inst., commencing at 9 P.M.

- PART 1.
1. Overture..... "Tannhauser"..... Wagner
Band of "The Buffs."
2. Tenor Solo..... "Life the Organist"..... Gray
Rev. A. P. Crofton.
3. Soprano Solo..... "Awake".....
Mrs. J. W. Kew.
4. Baritone Solo..... "The Bandolero".....
Mr. W. S. Hone.
5. Soprano Solo..... "Villia".....
Miss Parkes.
6. Humorous Duet..... Selected.....
Messrs. Worcester & Carroll.
7. Selection..... "Cavalleria Rusticana"..... Mascagni

- PART 2.
1. Nautical Selection..... "A life on the
Band of the "Buffs."
2. Soprano Solo..... "Il Baccio"..... Arditi
Mrs. Bellios.
3. Vocal Duet..... "A Night
in Venice"..... Lucandoli
Mrs. J. W. Kew and Mr. E. B. Ayris.
4. Humorous Song..... Selected.....
Mr. Worcester.
5. Selection..... "A Waltz Dream"..... Strauss
Hongkong, 18th August, 1909. [599]

this time there was a new wreck, and investigation was necessary. Captain Holland long before had observed, through his powerful glasses that the *Annasana* spar had been altered and some dark object was observed in the bow of the wreck—that was sufficient, and the *Tofus* was steamed to within two miles of the reef, where she was stopped and a boat was lowered. The rescue party came across a punt near the old wreck, and on this were five men. It seemed that Lawrence had been taken off the *Errol* by his comrades, and the five were now helpless on a punt. The *Tofus*'s boat was towed up alongside, and the castaways lifted off the punt into the ship's boat. Then they returned to the big steamer, leaving the distress signals still flying from the yard of the *Annasana*.

When the ship's boat ranged alongside the gangway, which had been lowered from the *Tofus*, the large crowd of passengers cheered lustily, "three times three," said one of the company this morning. But the five could not respond, one of the number, a South Shields man, named Palmer, tried to lift his arm, but he could not do so, but murmured, "Thank God, we are saved."

The men were in a shocking plight, and they were carried up the gangway to the forecabin. It was found necessary to cut away the clothes they were wearing. They had been reduced pretty much to rags; but some portions clung to their bodies, and could not be torn away.

All hands were put to bed and stimulants administered; but they were frightfully weak, and this morning had to be assisted from the ship to the shore. A van was in waiting, and they were taken off to the Sailors' Home.

Lawrence, the plucky Sydneyite, had his head smothered in bandages, still suffering from the injuries received while diving for food for the Captain's children. He was not in a fit condition to tell his story; in fact, at times his voice sank so low that it was impossible to understand what he was saying. An incident of his rescue, however, has its humorous side. It appears that immediately after he had received some warm food on board the *Tofus*, he asked for a cigarette, which was given him, and he made a valiant effort to have a smoke. Since then he has been affectionately known as "Cigarettes."

The other men were also very bad, and the three foreigners were quite unequal to the task of giving details, much less being subjected to an interview.

The names of the men are J. Lawrence, A.B.; Palmer (called Bill), A.B.; Johansen, carpenter; Aaler Jensen, steward;—Olestad, a boy.

After the rescue a collection was taken up on board the *Tofus* among the passengers and crew, and the sum of £107 was collected in aid of the sufferers.

The men were in the hands of the fore-cabin steward, Mr. Clements, on the run to Sydney, Crouch, one of the stewards, and Mr. Fitzpatrick, a passenger.

According to a description of the *Errol* when the *Tofus* boat was making the rescue she had completely broken her back, and the poop portion was some 100 feet away from the main hull. The sea was washing right through, and the ribs were visible in some places.

Owing to repairs the s.s. *Hampden* will not make the trip to Macao on Sunday, the 22nd instant, as previously advertised. S.S. *Swif An* will sail on Sunday, the 22nd instant, leaving here at 9 a.m. Departure from Macao at 4 p.m.

Today's Advertisements.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "DEVANHA," Captain H. Powell, will leave for SHANGHAI TO-MORROW, the 19th August, 1909, at Noon.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 18th August, 1909. [4]

FROM EUROPE.

THE H. A. L. Steamship "G. FERD. LAEISZ," Captain Wagner, having arrived. Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 18th August, 1909. [600]

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Charina*, and from Bordeaux ex s.s. *Verbockhoven*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 25th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th August, or they will not be recognized. All damaged packages will be examined on WEDNESDAY, the 25th August, at 3 P.M.

No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Agent.
Hongkong, 17th August, 1909. [601]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

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By Order, THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 22nd December, 1908. [40]

PASTEURIZED AMSTEL PILSENER BEER.

SPECIALLY MOST PALATABLE, REFRESHING AND WHOLESOME.

FOR USE IN TROPICAL COUNTRIES.

Sole Agents:
H. PRICE & CO., LD.,
WINE, SPIRIT AND CIGAR MERCHANTS,
12, Queen's Road Central.
Hongkong, 7th August, 1909. [171]



Intimations.

THE DAIRY FARM Co., LIMITED.

Choice Australian RABBITS 75 cents each
HARES \$1.50 each.
Hongkong, 17th July, 1909. [380]

PILSENER

"ASAHI" AND "SAPPORO" BEER.
LIGHT AND REFRESHING SUMMER BEVERAGE.

Obtainable at—
Messrs. CALDBECK MCGREGOR & CO.

H. PRICE & Co.
A. S. WATSON & Co., LTD.
VICTORIA DISPENSARY.
WATKINS, LTD.
FRENCH STORE.
KOWLOON DISPENSARY

AND EVERYWHERE.

SOLE AGENTS:
THE MITSUI BUSSAN KAISHA.

[471]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"EMONTAGLE" SATURDAY, SEPT. 18TH.	
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON: 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$74.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "EMONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

For	Steamship	On
SHANGHAI	CHONGSANG	FRIDAY, 20th Aug., Noon.
MANILA	CHONGSANG	FRIDAY, 20th Aug., 4 P.M.
TIENSIN VIA WEIHAIWEI & CHEFOO	CHEONGSHING	SATURDAY, 21st Aug., 5 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	FOOKSANG	TUESDAY, 24th Aug., Noon.
FOOCHOW	YATSHING	WEDNESDAY, 25th Aug., 3 P.M.
MANILA	YATSHING	FRIDAY, 27th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	TUESDAY, 31st Aug., 3 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kutsang*, *Namsang* and *Fookshing* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements, and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

1. Taking Cargo on through Bills of Lading to Yangtze River, Choochow, Tientsin & Newchwang.

2. Taking Cargo on through Bills of Lading to Kuda, Lahad, Dato, Simporna, Tawau, Umpu, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
SHANGHAI	"CHINHUA"	19th Aug., 4 P.M.
AMOI, SHANGHAI & CHINKIANG	"CHANGHONG"	19th "
CHEFOO & NEWCHANG	"LUOHOW"	20th "
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA"	20th "
SHANGHAI	"CHENAN"	22nd Daylight.
MANILA	"TAMING"	24th " 3 P.M.
OSBU & ILOILO	"KAIFONG"	24th " 4 P.M.
SHANGHAI	"ANHUI"	26th "
WEIHAIWEI & TIENSIN	"HUICHOW"	26th "
SHANGHAI	"LINAN"	29th Daylight.
MANILA	"TRAN"	31st " 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER: Twice Weekly. S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenau*, *Linan*, *Chihwa*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Saturday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers lead passengers to Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 35, Hongkong, 18th August, 1909.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
ROBI	2540	R. W. Almond	MANILA	SATURDAY, 31st Aug., at 5 P.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 26th Aug., at Noon

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Mon. 20th, 17th August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU 5,000 tons gross Sail 10th Aug., 1909, at Noon.
S.S. HONGKONG MARU 5,000 " " 26th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000 " " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yokohama Building.

Hongkong, 29th July, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"SEATTLE MARU" Capt. T. Sakon	6,178	SATURDAY, 28th Aug., at Noon.
Do.	"TACOMA MARU" Capt. H. Yamamoto		SATURDAY, 25th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SHANGHAI Via SWATOW, AMOI and FOOCHOW	"OHOSHUN MARU" Capt. T. Naga	THURSDAY, 19th August, at 10 A.M.
TAMSUI, SWATOW & AMOI.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 22nd August, at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Foochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "DAIJIN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 17th August, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
WARSILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TAMBA MARU, Capt. O. H. Butler, Tons 6500	WEDNESDAY, 1st Sept., at Daylight.
VICTORIA, B.C. & SEATTLE Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	INABA MARU, Capt. R. Takeda, Tons 6500	WEDNESDAY, 15th Sept., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	SHINANO MARU, Capt. K. Kawa, Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
SHANGHAI, MOJI AND KOBE	TANGO MARU, Capt. S. Ishikawa, Tons 800	TUESDAY, 22nd Sept., at 4 P.M.
KOBE AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 3rd Sept., at Noon.
KOBE AND YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 1st Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	TAKASAKI MARU, Capt. A. Mocker, Tons 5000	TUESDAY, 24th Aug., at Noon.
YOKOHAMA VIA SINGAPORE AND COLOMBO	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	FRIDAY, 20th Aug., at 5 P.M.
	MIYASAKI MARU, Capt. T. Mura, Tons 6000	FRIDAY, 27th Aug., at 5 P.M.
	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 1st Sept., at Noon.
	BOMBAY MARU, Capt. W. A. Evans, Tons 5000	FRIDAY, 20th Aug., at Noon.

* Cargo only.

* Fitted with new System of wireless telegraphy.

* Omitting Keelung.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUVA AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Mishima Maru (Capt. A. E. MOSES) About Saturday, 28th August.
Atsuta Maru (Capt. W. THOMPSON) About Wednesday, 22nd September.
Miyasaki Maru (Capt. T. MURAI) About Wednesday, 20th October.
Kitano Maru (Capt. F. E. COPE) About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class \$120	1st " \$110	1st " \$100	1st " \$90
2nd " \$80	2nd " \$70	2nd " \$60	2nd " \$50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUSUMOTO,

Manager, 14th-16th

Shipping—Steamer.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading, issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"CALEDONIA" Captain W. Hayward, carrying 115 Passengers, will be despatched from this for BOMBAY, &c., on SATURDAY the 21st August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Monopolia*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Ships and Valuable all Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Caladonia*, due in London on 3rd October, 1909. Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to

E. A. HEWETT,

Superintendent

Hongkong, 7th August, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRÉ" expected to arrive on or about the 19th August.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1909.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI" Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to

JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 21st July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE" Captain Daniel, will be despatched as above on or about 25th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewards are carried. FARE TO LONDON £35.

For further Particulars, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARNARVONSHIRE" Captain Ingram, will be despatched as above about 25th instant.

For Freight, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1909.

STREAM TO CANTON

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG HAI" Capt. M. S. CROWE

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Meals, \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West

Hongkong, 16th April, 1909.

148-440

Shipping—Steamers

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading, to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING" Captain A. E. Gentles, will be despatched for the above Ports on THURSDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 11th August, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM" Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th August, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal Ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VANCOUVER B.C., TACOMA & SEATTLE, VIA

MOI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Ymeria	4,363	J. Boyd	26th Aug.
Yaurie	4,332	S. Shotton	23rd Sept.
Oceanic	4,557	F. W. Davies	21st Oct.
Kamerik	6,332	J. Mathie	18th Nov.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

ARROW EXPRESS TO THE UNITED STATES AND CANADA.

* For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings Hongkong, 9th August, 1909.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "LENNOX" On or about 10th Sept.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 31st July, 1909.

For Sale.

LEE YEE

HAIR DRESSING SALOON

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

12, D'AGUIAR STREET, HONGKONG.

Hongkong, 1st September, 1907.

THERAPION MAY NOW ALSO BE OBTAINED

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOTHING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$14,500,000 \$250,000 }	\$2,006,234	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$26,024	4 1/2 %	{ \$1,030 sa. & s. London £95-7/8 }
National Bank of China, Limited	44,425	£7	£6	{ £4,000 \$150,000 }	\$10,223	\$2 (London 3/6) for 1903 .....	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$237,757 \$211,900 Tls. 120,000 Tls. 308,747 Tls. 118,477 }	nada	\$14 for 1907	7 1/2 %	\$105 sellers
North China Insurance Company, Limited	10,000	£15	£8	{ Tls. 120,000 Tls. 308,747 Tls. 118,477 \$5,000,000 \$200,000 \$108,248 \$105,340 \$683,509 }	Tls. 160,511	Interim of 7/6 for 1908	5 1/2 %	Tls. 120 sa. & b
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$200,000 \$108,248 \$105,340 \$683,509 }	\$2,454,911	{ Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	5 1/2 %	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$254,425 \$199,164 }	\$7,7647	\$12 and bonus \$3 for 1907	7 1/2 %	\$235
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$30	{ \$1,000,000 \$375,341 \$217,500 \$438,603 \$1,802 \$1,418,173 }	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$375,341 \$217,500 \$438,603 \$1,802 \$1,418,173 }	\$368,711	\$27 for 1907	8 %	\$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$16	{ \$7,000 \$204,038 \$99,007 \$250,000 \$617,500 \$119,167 \$12,615 }	\$1,035	\$1 for 1906 .....	...	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$204,038 \$99,007 \$250,000 \$617,500 \$119,167 \$12,615 }	Nil.	2 1/2 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$119,167 \$12,615 \$10,000 \$24,000 \$28,000 \$10,000 \$16,000 \$46,68 }	\$21,790	Interim of \$1 1/2 for account 1909	7 1/2 %	\$314 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) ...	60,000	£5	£5	{ \$10,000 \$16,000 \$24,000 \$28,000 \$10,000 \$16,000 \$24,000 \$28,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/8 11/16 = \$3.154 .....	...	\$60
"Do." do. (Deferred)	60,000	£5	£5	{ \$10,000 \$16,000 \$24,000 \$28,000 \$10,000 \$16,000 \$24,000 \$28,000 }	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909 .....	...	73/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$10,000 \$16,000 \$24,000 \$28,000 \$10,000 \$16,000 \$24,000 \$28,000 }	£61,817	\$1.00 for year ending 10.4.1909	4 1/2 %	\$26 sa. and b.
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$16,000 \$24,000 \$28,000 \$10,000 \$16,000 \$24,000 \$28,000 }	\$3,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$114 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$16,848 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$137 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$16,848 }	Dr. \$235,833	\$3 for 1897 .....	...	\$2 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none Tls. 100,000 }	Tls. 917	Tls. 31 for year ending 31.8.08 .....	...	Tls. 295 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,289 }	£11,511	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 181 sales
Rio de Australia Gold Mining Company, Limited	50,000	£2	£1	{ £175,000 £12,289 £4,878 }	Dr. £2,191	No. 12 of 1/- = 48 cents .....	...	\$8 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$18,000 \$18,806 \$40,000 \$97,192 \$200,000 Tls. 1,000,000 }	Dr. \$7,421	\$1.75 for year ending 31.12.06 .....	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$18,806 \$40,000 \$97,192 \$200,000 Tls. 1,000,000 }	\$10,101	Final of \$1 1/2 making \$3 1/2 for 1907 .....	...	\$60
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$97,192 \$200,000 Tls. 1,000,000 }	\$187,798	Final of \$4 making \$8 for 1908	12 1/2 %	\$61 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 607,857 Tls. 50,000 Tls. 185,000 }	Tls. 6,116	Final of Tls. 2 1/2 for year ending 31.4.09	6 1/2 %	Tls. 791 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 607,857 Tls. 50,000 Tls. 185,000 }	Tls. 22,81			

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"VETARZO Brain and Nerve Food," or "VETARZO Hurd Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations under their own manufacture; for the Government Stamp with the words "VETARZO REMEDIES" impressed therein, in red ink, and the name of the proprietor, JAMES WATSON, Esq., registered, in black ink, on white letters on a red ground, by direction of His Majesty's Commissioners of the General Land Office, is the true mark of genuine printing.

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Hongkong, 3 June de 1900

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1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.